



North Carolina Department of Transportation

Strategic Prioritization Process
August 5, 2009

Strategic Prioritization Process

Strategic Planning Office of Transportation (SPOT)

- **Strategic Prioritization Process**
- ***Guiding Principles of Overall Prioritization Process***
- ***Highway Prioritization Model Overview***
- ***Non-Highway Projects***
- ***Schedule***

Guiding Principles of Prioritization Process

- The prioritization process will be input to a reformed Statewide Transportation Improvement Program (STIP) and a Transportation Work Program (5 & 10 Yrs).
- The prioritization process will emphasize alignment with the Department's Mission and Goals.
- The prioritization process will be clear and understandable.
- The prioritization process is a combination of quantitative and qualitative data.
- The process will include a weighted ranking system based on goal, tier, and Metropolitan Planning Organization (MPO)/Rural Planning Organization (RPO) rankings.

Guiding Principles of Prioritization Process

- The process will focus on ranking projects in the existing STIP because needs far outweigh expected revenues.
- New projects will be evaluated if the project “showcases” an exceptional benefit to a serious transportation system deficiency.
- Project priorities will be captured through a web-based template and a supporting database.
- The Secretary of NCDOT will have the ability to move a project up or down in the final rankings. When this occurs, NCDOT will explain the importance of the project.
- The final rankings and process to determine those rankings will be visible.

Highway Prioritization Model Overview

Total Score per Highway Project = Quantitative Score + Qualitative Score

- **Quantitative** score derived from current roadway condition data
 - Safety Score (Critical Crash Rate, Crash Severity, Crash Density)
 - Mobility/Congestion Score (Volume/Capacity + Average Daily Traffic)
 - Infrastructure Health (Pavement Condition Rating)
- **Qualitative** score driven by Division rank and local (MPO/RPO) rank
 - MPO/RPO Rank – use local methodology to rank order priorities
 - Division Rank – use knowledge of local area to rank order priorities

Highway Prioritization Model – Matrix for Scoring Projects

GOAL	TIER	QUANTITATIVE SCORE	QUALITATIVE SCORE
MOBILITY	Statewide	70%	30%
	Regional	50%	50%
	Subregional	0%	100%
SAFETY	Statewide	70%	30%
	Regional	70%	30%
	Subregional	50%	50%
INFRASTRUCTURE HEALTH	Statewide	70%	30%
	Regional	70%	30%
	Subregional	50%	50%

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- **Multi-Modal – Definition**

“Projects which encourage the use of 2 or more modes (highway, bicycling, walking, rail, ferry, aviation, transit) to achieve enhanced mobility in a travel corridor.”

Non-Highway Mode Prioritization

- Transit, Rail, Bike/Ped., Aviation, Ferry projects
- NCDOT Modal Units responsible for determining eligibility and ranking projects.
- Goal: *Non-hwy modes create data driven method by summer 2010*

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Next Steps

- **Now to Oct** → MPOs/RPOs Rank Top 25 Highway (I, R, U type) Projects
- **Nov / Dec** → Division's Rank Top 25 Highway (I, R, U type) Projects
- **Dec / Jan 2010** → SPOT provides rankings of projects by Goal, Tier, and Mode
- **Feb 2010** → BOT establishes resource allocation and priorities based on long range plan and General Statutes
- **Mar / April 2010** → Constraints Applied
- **May** → Draft TIP and Input to Draft Work Program

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- Questions? / Comments